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## INFORMATION REPORT INFORMATION REPORT

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COUNTRY Hungary

REPORT

SUBJECT

Wilhelm Pieck Automobile Factory  
in Győr

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report concerning the Wilhelm Pieck automobile factory in Győr. The report gives information on the number of employees, products manufactured, and light-plane flying and gliding under the sponsorship of the factory. The report also gives the names of several important personalities at the factory. All the information predates the October/November 1956 Hungarian revolt.

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The whole Hungarian air force then consisted of 36 fighter planes of the Messerschmidt 109 type and Focke Wulf 190 type, as well as several reserve planes. All these planes were stationed at the Japolca airfield, located to the north of the Ballatonmeer. The bombers (Junkers 87) were first stationed at the airfield at Budapest and later at that of Győr. On 21 Mar. 1945 [REDACTED] the Veszprém airfield, [REDACTED] was bombed by the Russians [REDACTED] the airfield had been partially evacuated and even the ground personnel had left. In the panic caused by the bombing, the remaining personnel also fled. [REDACTED]

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Revolution

[redacted] the revolution really began at the Franz Jozsef University in Szeged, and that 14 days before the real revolt in Budapest began. The rector of this university was Deszö BAROTI, a brother of the above Lajos BAROTI. The revolt began in Györ on 24 Oct. 1956, thus one day after Budapest. At 2:00 P.M., when the shifts were changing at the factory, none of the workers went home, for all were drawn into a spontaneous procession to the city hall. The workers of the other factories joined this procession. The whole city was a sea of flags. All Soviet emblems were removed. On the square an electrician from Budapest (Horvath?) was giving a speech, while the AVH agents stood in the midst of the crowd in civilian clothing. Then the procession went to the CP district building but the entrance to this building was blocked by Russian tanks. When Horvath asked in the name of the crowd whether they would receive a deputation at the district building, the district commissioner Géza MARKO appeared on the balcony. The mob then screamed that the red flags in front of the building must be taken down. After a dispute of about 3 minutes, the red flags were lowered and 2 Hungarian flags, with the red star in them, were run up. However, the crowd was not satisfied with this and demanded that the red stars be taken out of the flags. After some time, the red stars were cut out of the flags. Then Horvath and the 5 delegates from the crowd entered the building and presented the familiar 16 demands which were drawn up by the Petöficlub in Budapest. Then they asked to have the Russian tanks removed. Géza Marko replied that he could not give this order, since he had no authority to do so. He himself in fact had not even asked for the tanks. The crowd then roared that the Russians ought to disappear. This request was then fulfilled. The tanks were spat upon but the

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Russians did not fire; they drew back into the woods around Győr.

While Horvath and the 5 worker delegates were in the building, the crowd went in a procession to the local prison. They demanded the liberation of the prisoners but this was refused. Then the doors of the prison were battered with lamp posts which had been torn down. At this moment, 2 trucks arrived with AVH people armed with machine guns who began to fire on the crowd. As a result of this, 14 were killed immediately. Because a new station was being built across the street from the station, by chance there were many loose stones available. About 15,000 people pelted the trucks full of AVH agents with these stones and the AVH people sought refuge in the prison. The trucks were then seized and the hand grenades which were in them were thrown at the prison after there had again been firing on the crowd from the prison. Then there was a general storming of the prison but most of the AVH agents were able to get out of the prison through a secret door in the neighboring court house. After the fighting had lasted about an hour and a half, the prison was occupied and the prisoners set free. There were two AVH agents dead in the building.

At about 8:00 P.M. the Russian tanks came into the city again to occupy and protect the buildings public. After a rather quiet night, next morning, cars with loudspeakers came into the city and drove around stating the people must remain quiet and go to work as usual. They were promised that the Russian troops would then leave the city again. Originally, people paid attention to this appeal but after they heard that the same night students had been arrested by the AVH, between 10:00 and 11:00 the workers again left the factories and went in a procession to the city hall to protest against these arrests.

The local police commandant appeared on the steps, <sup>and,</sup> probably to please the crowd, had removed all Russian emblems and insignia from his uniform. They demanded that the students be set free and the barracks flung open so that the Hungarian soldiers could move freely among the crowd. Soon a music corps came out of the barracks, about 50 men strong and marching, without arms. However, the crowd was not satisfied with this and demanded that all soldiers be set free. Then the town commandant appeared on the balcony and said that all soldiers were free to leave the barracks if they wished. Then the crowd demanded that the political prisoners all be set free who were still in the AVH building. A deputation from the crowd moved to the AVH building to demand this liberation, but they returned empty-handed with the message that no one would be freed. The people were not satisfied with this and in a procession, about 40,000 people marched to the AVH building under the leadership of the city commandant and surrounded the building. The building had 3 stories above ground and 3 stories below ground. On the ground floor and the first floor the ordinary police had their offices; the rest of the floors were in use by the AVH. In front of every window of the AVH floors there was an agent posted with machine gun and hand grenades.

The students who had been arrested were now set free, but the people demanded the complete surrender of the building as a sign that they meant things seriously. As a sign of surrender, a white flag was to be hung out. However, the AVH was not ready to surrender. The city commandant then threatened to reduce the building to rubble if the AVH did not surrender in 3 minutes. Meanwhile, the ordinary

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police had left the building and mingled with the crowd. After about 10 minutes, a white flag was stuck out of the 2nd story. Then 200 to 300 people went into the building. The windows were thrown open and the whole inventory - including arms and dossiers - thrown out. One AVH agent had meanwhile committed suicide and 5 or 6 were trampled to death by the crowd. The rest of these people, about 40 of them, succeeded in fleeing via a secret underground passage. Meanwhile, the city commandant had taken the wounded AVH agents prisoner and taken them to the barracks. The crowd then demanded these prisoners for lynching but the city commandant decided that they ought to appear for trial to be sentenced officially. By this decision he also hoped to do the communists a good turn, just in case the revolt came to a bad ending.

17 prisoners were freed from the AVH building. Among them was one, from Budapest, who had been a prisoner since 1946. He had been locked up in a dark cellar for 10 years and had become blind. He didn't even know where he was. Many instruments of torture were found. They even found a case full of human nails which had been pulled out. Also found photographs of the atrocities.

All the army officers were members of the party, including the city commandant. He had chosen the side of the people purely to save his neck for he counted on the help of the Russians. So his cooperation in the resistance was only a sham. After the revolt people again went to work in the factories. Revolutionary councils were set up in which communists were included. Every factory had a revolutionary council and from this 3 delegates were chosen for the city council. Because the car factory was far and away the largest in Györ, 6 delegates were chosen from this for the city council. The head of the delegation from the auto factory was the chief engineer Jozsef VADAS. Chairman of the city council was Atilla SZIGETHY from the Small Farmers' Party.

In Györ, 2 councils were set up, one for soldiers and one for civilians. The chairman of the military council was the head of the local police, a certain DOMIAN (?). There were the real traitors in this military council. [redacted]

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It was the aim that [redacted] a message from the Györ revolutionary council to the chairman of the revolutionary council in Szeged, a certain Zoltan PERBIRO. In this message were the 16 demands to the government in Budapest but among other things it also contained the message that they ought to keep the revolt in hand as much as possible in order to prevent a dispersion of effort. In Györ various small parties had already been set up and this worked against the success of the revolt. The revolt in Szeged had really begun a week later so that they could take ~~only~~ steps in time still there. Szeged did not seem to have any contact with other parts of the country.

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The revolutionary council in Győr had set up the following program: Every province was to send a delegation to Budapest and a central government would then be set up from these delegations. This was necessary because the Nagy government was not elected in a democratic way. They were terribly busy with administrative plans but they could not carry these out because the Russians meanwhile had returned. On 4 Nov. 1956 the airfield at Győr was occupied by the Russians and there was no more flying. Another pilot-courier was a young sport flyer (name: unknown) from Miskolc who worked in a large factory there. He took various messages from Győr to Miskolc and back.

During the revolt, Laszlo SEBÖK was [ ] chief. This man also went to Budapest to meet president NAGY. He was taken prisoner in Budapest but during the fighting in the city he was able to get free and return to Győr.

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This SEBÖK fled the country in Nov. 1956. [REDACTED]

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The Russian troops remained in the woods around Győr until 4 Nov. 1956. The troops which were there were meanwhile replaced by others (Kirghez). After 4 Nov. they again entered Győr. Even the communists who had fled returned to the city. [REDACTED] many people from the neighborhood of Budapest fled by on their flight to the West. [REDACTED]

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They even make steam-shovels (excavators) of 130 h.p. and diesel electric locomotives of 400 h.p. in the crane and locomotive section. Head of the factory is Jozsef VADAS who is not a party member. He is a very capable man and can't be spared. According to reports from Hungary, he has now been arrested. During the revolution, Albert LAKATOS stayed in East Germany. Jozsef VADAS, who then became deputy director was named head of all revolutionary factory councils in Györ. Head of the auto section is Janos FÜRST. This section is made up of a section of pullman cars and freight cars. Many flatcars are made here for transporting tanks. They make 130 h.p. diesel motors at the locomotive section, or used to, but they are now working on a 400 h.p. and a 600 h.p. diesel engine. Preparations for manufacture are already in a far advanced stage.

They make cranes for the shipping industry and for the army. These cranes have one engine of 130 h.p. which takes care of the hoisting power and the forward movement. 180 pieces a year are manufactured and sent to Russia. Tanks can be lifted with these cranes, which have a propelling arm, and can be placed on the railway cars. Whatever tools they need in the factory are manufactured there. From 1949 to 1951 they even made wheels and frames for cannons according to Russian models. They were intended chiefly for anti-aircraft 10 $\frac{1}{2}$  mm. guns. These wheels and frames are no longer made in Györ. Various parts are manufactured elsewhere. The barrels for the cannon are made in a factory in Diosgor. Assembly of the cannon is done in the mountains around Diosgor. One finds most as well as the most heavy industry of all of Hungary in Miskolc and in the environs of this city.

Auto section: Leader-engineer Janos FÜRST (communist).

Crane and locomotive section: Leader - Géza MASZLAG (communist?)

Transport section: Leader, head director - Jenő KAPUVARI (communist)

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Foundry section: Leader, engineer - Jenő BORS (non-party), also once won the Kossuth prize.

Revision section: Engineer Sándor NAGY (communist). First was airplane mechanic, now has engineering diploma. First, chief of auto section. [redacted] demoted to chief of revision section.

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Tool section: Leader-engineer - Béla PECSI.

Personnel chief was Lajos BEDÖK (communist and had contact with the AVH). Personnel chief for the office personnel was Katalin LUCSKAI (communist, AVH contact). Party secretary for the whole factory was Lajos SZALO. In the auto section, Janos FÜRST was a great communist himself so that he needed no control besides himself. Besides the leader in the crane and locomotive section, they had Ivan TAKACS to exercise control. [redacted]

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In the transport section for control (supervision) was the communist Laszlo MAY. There were also communists for control in the foundry, revision and tool sections but subject cannot recall their names. There was also a special deputy chief in each section for the personnel. When the leader of some section or another needed personnel, he had to ask this deputy chief who in turn handed the request on to the personnel chief.

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The "Wilhelm Pieck" auto factory in Győr.

The situation just before the revolution: 12,000 people employed. Director-general: Albert LAKATOS, former <sup>(old)</sup> communist, about 1920 was in prison with Rakosi. His real profession was locksmith. The factory consisted of a section for auto construction and a section for diesel locomotive construction. Just before World War II, planes were also manufactured there (Messerschmidt 109) and cars (Raab automobiles). After the war, the auto manufacture was transferred to Sziget-Szentmiklos. At present they are making 3-ton trucks there. The parts are made in Győr but the assembly is done in Sziget-Szentmiklos.

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Every half year, each worker had to make out a description of his life and hand it in. The section chief then had to turn this in plus his opinion and judgment about the worker. The control officials carefully noted who attended meetings and gatherings regularly which were held in the factories after working hours. A person was not required to attend these meetings but if he stayed away regularly he was dismissed. At the planning section, all drawings which came from Russia had to be turned in after use. They were secret and were checked regularly to see that none were taken home or copied. The AVH was omnipresent. People were required to join the communist trade union. For this, 1 1/2% of the salary and bonuses earned were withheld. By belonging to the trade union, one got a 50% reduction on train costs during vacations. When sick, a person got 75% of his salary. The average wage of the worker was about 2000 forint. Subject earned 1600 forint a month. When the desired production level was reached (this seldom happened), they got 25% extra.

For office personnel, working hours were from 6:00 A.M. to 14:30 PM. The factory workers worked from 6:00 A.M. to 14:00 P.M. No payment for lunch hour. *True!!!* After working hours, meetings were arranged by the party. Usually a high party official would speak, and he had been invited for this. Every week there was also a party day or union day. Again notes were made as to who attended. There was a purge (cleansing) every 2 months. If people failed to attend the meetings, they were put on the "black list" and removed (dismissed or arrested). Women also worked at the factory, chiefly in the office. There were no prisoners working there. This was the case, however, in the factory at Diosg r.

### Sport flying in Hungary

Like other large factories in Hungary, the sport section of the Wilhelm Pieck auto factory had a sport flying section. They had 3 single engine planes and 20 gliders. Only people who were considered reliable by the party were allowed to fly motor planes which held two people. The others could use the gliders. This sport was practised chiefly on Saturday afternoons and Sundays. There were special flying camps and the factory paid for this sport. For the whole country there was a state organization which decided how many planes could be procured. This came to 1 plane per member usually. The gliders were made in Dunakeszi-Alag, to the north of Budapest. They made about 60 planes a year there. Repairs were also done there. The material used was mainly of wood and dur-aluminum. The planes with engines were made in Czechoslovakia. The brand was Bukker-Bestman and they had a Hirth or Waltmann-Minor engine.

At the Gy r sport flying field, Geza CSONTOS was officially set up as commandant by the General Hungarian flying society. [REDACTED]

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[REDACTED] The airfield belonged to the factory. Every airfield, ~~depending~~ on its size, <sup>had</sup> one or more paid personnel. [REDACTED]

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In Gy r there was an old flying society of 12 members which in their free time had set up and developed a new type of glider. At first this old guard was not allowed to fly; only in 1952 were they included in the new flying society.

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Another member of the flying society in Györ was Geza BALOGH, a very pleasant young man and certainly no communist. He was a glider pilot. [REDACTED]

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[REDACTED] Another member and glider pilot was Istvan KISS [REDACTED] He was head mechanic at the auto factory; he had 15 workers under him and also gave lessons to the workers. During the war, he worked at the Messerschmidt airplane factory in Wienerneustadt. He was forced to join the CP. He had to do this to earn his bread and board. [REDACTED]

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There were about 4-5000 liters of gasoline at the airfield at Györ. This supply was for the motor planes which had to pull the gliders. It was chiefly Hungarian gasoline with an octane content of 80%. Also at the Györ airfield, there were vats of oil of 200 liters, coming chiefly from Russia.

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